













## Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS.SCOTCH  
WHISKIES.  
GREAT REDUCTION  
IN  
PRICES.From this date the prices of our popular  
brands of SCOTCH WHISKIES will be as  
under:—

A. THORNES BLEND	\$11.00
B. GLENKIRCH BLEND (A Fine Soda Whisky)	11.40
C. ABERLOUR GLENLIVET (A Fine Peaty Flavoured Whisky)	12.50
D. H.K.D. BLEND of the Finest Old Malt Scotch Whiskies	14.00
E. BLEND	
The popular Whisky in the Far East	15.00

The above prices are strictly net. The  
discount of five per cent. previously allowed  
on our Whiskies ceases from this date.A. S. WATSON & CO.,  
LIMITED.WINE AND SPIRIT MERCHANTS,  
ALEXANDRA BUILDINGS.  
Hongkong, 17th May, 1906.POST CARD  
COMPETITION.To all purchasers at  
our Establishment of \$1  
and upwards between  
June 1st and June 25th  
will be given a Coupon  
entitling them to enter  
the following Competi-  
tion. The largest num-  
ber of English words  
that can be made from  
"MARIE BRIZARD."

- 1st Prize:  
1 Case Pts. Per-  
inet & Fils  
Champagne \$56.50
- 2nd Prize:  
1 Case Royal  
Old Highland  
Whisky - - 24.00
- 3rd Prize:  
1 Case Macin-  
tosh Whisky 10.00

AND  
10 CONSOLATION PRIZES.In the event of ties to  
be drawn for. All replies  
to be sent on Post-cards  
only. Prizes will be dis-  
tributed the 30th June  
when all cards may be  
inspected at our office.CASH LESS 10%  
CREDIT LESS 5%.GREGOR & CO.,  
WINE AND SPIRIT MERCHANTS,  
19, QUEEN'S ROAD CENTRAL.  
Hongkong 29th May, 1906.

## NOTICE.

All communications intended for publication in  
"The HONGKONG TELEGRAPH" should be  
addressed to The Editor, 1, Lee House Road, and  
should be accompanied by the Writer's Name and  
Address.  
Ordinary business communications should be addressed  
to The Manager.  
The Editor will not undertake to be responsible for  
any rejected MS., nor to return any Contribution.SUBSCRIPTION RATES (IN ADVANCE).  
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The rates per quarter and per annum, proportional.  
The daily issue is delivered free when the address is  
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additional \$1.50 per quarter is charged for postage.  
The postage on the weekly issue to any part of the  
world is 80 cents per quarter.  
Single Copies, Daily, ten cents; Weekly, twenty-  
five cents.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 8, 1906.

AN UNPROMISING FINANCIAL  
OUTLOOK.

The Hon. Mr. Edward Osborne's career in the Legislative Council is inaugurated under the happiest auspices. The questions he submitted to Government on the second occasion he had the honour of taking his seat at the Council board, if not of an urgent or of a momentous character, gave his Excellency the Governor the opportunity of letting the community into the confidence of the Government as to the probable Budget the public may be led to expect after the summer recess. If not positively pessimistic in their character, the explanatory remarks of Sir Matthew Nathan—supplementary to the answer from the Director of Public Works as to the impracticability of the inclusion of desirable public works in the programme for next year—induce a gloomy outlook of the Colonial finances for the coming year. Such a conclusion we had anticipated in our criticisms last week, suggested by the publication of the official financial returns of the Colony for the first quarter of the current year. Sir Matthew made public his statement yesterday afternoon that "it can fairly be assumed that land sales, unless there is a great improvement in trade, will not amount this year or next to a sum of \$400,000, which appears in the Estimates for the current year." Previously to this announcement we remarked on Monday last, in connection with the Colony's financial prospects, that "it is very improbable from the results thus far attained that the financial operations of the Government for the current year will show any credit balance at the end of December." The largest deficit will undoubtedly be shown by the estimate framed for land sales which, in the present condition of the property market, may fall far short of the forecast for the year. Our remarks are more than justified by the statement since made by the President of the Council. We were then considering but one head in the revenue estimates; an item, by the way, which all true economists deprecate regarding as a source of revenue, inasmuch as Crown land must be looked upon in the nature of an asset whose proceeds by sale should be credited to a special fund and devoted to special purposes in its disbursements rather than merge it in the general revenues of the Colony. When reviewing the financial statements in our previous article the opium farm did not come within the purview of our notice. Attention was directed thereto in the Governor's remarks at yesterday's Council meeting. In Singapore the Farmer was compelled to resort to an appeal to Government for a substantial concession in a reduction on the allotment price of the monopoly. Here in Hongkong, the amount fetched for the exclusive privilege in handling the drug bears a certain relation to that obtained in the Straits. Hence it may be assumed that for the monopoly which has been officially advertised a much less sum than that paid by the present farmers will be tendered. Furthermore, if the figure given of the exodus of the Chinese population from the Colony, stated at 50,000, is correct, there is all the more reason to expect that the Opium Farm will be tendered for at a much more reduced rate. Similarly, assuming the figures of the exodus not to have been exaggerated there should be, if there are not actually, a larger number of vacant tenements in and out of the city, with a consequent diminution in the collections on assessments. These are the important sources of revenue which cannot be adequately made for under other heads which at present do not give promise of any material elasticity. In the past for special public works the Colony has had recourse to loans. The most recent attempt on the part of the local Government to negotiate the £2,000,000 sterling loan does not, as a matter of fact, reflect to the advantage of the Colony's credit in the London market. But nearer home—if only red-tapeism can be successfully overcome—our Bankers will eagerly advance the Government any reasonable amount which it may require, and whose burden it is only but fairly justly should be called upon to share, and more so, with the present generation. A local loan, as has been often reiterated in these columns, has the greater advantage in that it is in the currency of the Colony from which all the vagaries and uncertainties of exchange will be removed.

## LOCAL AND GENERAL.

There is a marked decrease in the number of plague cases to-day. There were only four cases reported during the twenty-four hours ended at noon. One of the patients is under treatment.

We are requested to state that a special "Press" exhibition of the Britt-Nelson fight pictures will be given at the City Hall, at 9 p.m., to-night, to which representatives of the Press only are invited.

MESSRS. E. S. Kadourie and Company inform us that they are in receipt of telegraphic advices that the Oriental Consolidated Gold Mining Co., Ltd., have declared an interim dividend of fifty cents gold per share.

A STREET coolie this morning had to answer a charge of stealing two sides of bacon and one ham from a stall in the Central Market. Mr. F. A. Hazeland sentenced the coolie to three weeks' hard labour and six hours' stocks, and ultimately to be deported.

SERGEANT Lee, of No. 2 Police Station, placed eight men before Mr. F. A. Hazeland, at the Police Court to-day, charged with keeping a common gaming house at 58, Praya East, and gambling on the premises, last night. The two leaders were fined \$75 each, and the remainder \$5 each.

"BUT you cannot sue on this paper," remarked his Honour the Puisse Judge, in the Summary Court this morning; "there is no promise to pay. The paper only says that it shall be optional for the plaintiff to demand payment of a certain sum of money at one time. 'Then I will ask your Lordship to allow me to amend the writ,' replied plaintiff's solicitor. 'Yes,' rejoined his Honour, "you had better amend it."

In a case before his Honour Mr. A. G. Wise, Puisse Judge, this morning, in Summary Jurisdiction, a solicitor for a plaintiff, suing on a promissory note, asked that the uncertified translation thereof be accepted pending his obtaining a certified translation, to which his Honour replied: "I will allow it in this instance, but I really must ask you, gentlemen, to remember that it is the rule that translations must be certified before the case in which they are to be filed comes into Court. There can be no exception in future."

DR. Ramsay-Maler in the Australian Review of Reviews:—"The great prevalence of insanity, and its undoubted increase all over the civilised world, make it a momentous question in modern civilisation. In our sparsely peopled Commonwealth there are in round numbers 15,000 mentally deranged persons, or a proportion of one insane to every 260 of the population. Yet I know of no question of equal importance that receives so little attention from the general public in Australia today as does the question of insanity."

WHEN a case for recovery of \$251.40 for goods sold and delivered by one Chinese firm to another was called on in the Summary Court this morning, before his Honour the Puisse Judge, the solicitor for the plaintiff said that \$100 had been paid to him on account and he understood defendant's solicitor was instructed to consent to judgment. His Honour: Very well, judgment for \$151.40 and costs. Plaintiff's solicitor: I would ask your Lordship to give judgment for \$251.40 with costs, after giving credit for the \$100. His Honour: Oh, I see, you want to get over the \$100 limit. When was the \$100 paid?—A few days after the issue of the writ. His Honour: That won't do. I can only give you judgment for the amount admitted to be due now, \$151.40, and costs.

ABOUT two hundred Chinamen, natives of Amoy, Pakhoi and Swatow, who were alleged to have been "kidnapped" and brought to Hongkong for the purposes of emigration—the particulars of which is reported in another column—crowded the compound outside the charge-room of the Central Police Station, to-day. As the supposed leader of the "kidnap" gang is under arrest, these men are being examined by the police and the Registrar-General, after which they will be returned to their homes. We understand that the majority of these men are unemployed and some are farmers in the coast ports. A party of men, who live by kidnapping, send scouts into the country and tell the men that if they come to Hongkong work will be obtained for them at the rate of \$15 per month. When they arrive in the Colony they are either sent to the Straits Settlements, or sold. In this instance, we are informed that nearly all the boarding-houses in the Colony were full, and hearing of this and from information received, the police made the arrest and rescued the men.

A TREMENDOUS noise, followed by some excitement, was occasioned in Wellington Street yesterday afternoon, when a Chinaman came bounding down a staircase and rolled on to the side-walk. He was picked up and it was ascertained that he had broken his left hand in rolling down the staircase. He was sent to hospital and his assailant arrested. This morning, at the Magistrate's, a Chinaman was charged with causing grievous bodily harm to the complainant. The complainant is a tailor keeping a shop at No. 55, Wellington Street. The defendant was his *joht*. Yesterday afternoon, it was stated, defendant asked complainant for a loan of some money. Complainant refused, saying that defendant was given two coats to repair a few days ago and up to yesterday the garments were not ready for delivery. This caused a quarrel, and a scuffle ensued, in which defendant was alleged to have picked complainant up and threw him down the stairs, causing a damage already mentioned. At this stage, a letter was received by his *Worship* from a solicitor, who was interested in the case, asking for a postponement. His *Worship* remanded the case until the 17th instant. Bail \$150.

## SAILOR'S MARVELLOUS ESCAPE.

SAVED BY THE TELEPHONE WIRES.

Not for some time past have we heard of a man being so near death's door and yet escape through what must be regarded as a miraculous circumstance. However, this happened to an engine room artificer from H.M.S. *Diadem*, whose life was saved yesterday morning by some telephone wires, and he is now being treated in the Royal Naval Hospital for a few bruises sustained in his dangerous fall. On the night of the 6th instant the artificer went to the Royal Naval Canteen and engaged a bed for the night. He was accommodated with a bed on the top floor of the building, facing the harbour. What happened afterwards, it was impossible to say then, but Mr. Dyer, the manager of the Canteen, was summoned early on the following morning and on going into the street found the artificer lying in the side-channel. He had a few bruises on the hip and on his toes, but none of a serious character and he was afterwards removed to the Royal Naval Hospital. It appeared that during the morning the artificer, finding the room close, must have gone to the verandah and sat on the ledge of the balcony. He must have fallen asleep in that position, or lost his balance, and fell from the top of the building to the street below. Heavily on some telephone wires, which broke his fall, and subsequently rolled to the ground, where he was picked up. From the verandah of the Canteen, out of which the artificer fell, to the ground below, is a forty-six feet drop.

On arrival at the hospital the man was attended to immediately for the bruises he sustained, and as there are no bones broken, his case is not serious and he will be able to leave the hospital in a few days.

ALLEGED WHOLESALE  
KIDNAPPING.

A STREET FIGHT.

This morning, at the Police Court, before Mr. F. A. Hazeland, five Chinamen, all looking as if they had been roughly handled, figured in the dock to answer a charge of fighting in the public street, yesterday.

Mr. C. F. Dixon: I appear for two of the defendants, your *Worship*, but I see only one of my clients here.

His *Worship*: Do you know what they are charged with?

Mr. Dixon: I have just been told, your *Worship*. I thought they were charged with a more serious offence.

Detective Watt: Yes, your *Worship*. The first defendant, as soon as this case is over, will be re-arrested and charged with kidnapping a Chinese *Worship*. What about bail, your *Worship*?

Mr. Dixon: Yes, your *Worship*. The defendants all pleaded guilty and were fined \$5 each.

Mr. Dixon's client was later on re-arrested and charged with kidnapping.

Mr. Dixon: What about bail, your *Worship*?

His *Worship*: What sum can you put up?

Mr. Dixon: Two hundred dollars.

His *Worship*: Does that suit the police?

Detective Watt: It is a serious case, your *Worship*.

The case was remanded until Wednesday next, bail to be fixed by the police.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt. "The Queen's Own" (Royal West Kent Regt.), will play the following programme of music, during dinner at the Hongkong Hotel, on Saturday, 9th inst.:

- March—"Army and Marine".....Zelle
- Overture—"The Bohemian".....Leaver
- Selection from—"The Swan Lake".....Sullivan
- Selection from—"The Water Babies".....Waldteufel
- Selection from—"The Water Babies".....Nevin
- Selection from—"The White Chrysanthemum".....Talbot
- Sketch—"By the Swanee River".....Myddleton
- God Save the King.

A FEW days ago we mentioned that a blind boy was knocked down and run over by a heavily laden truck in Connaught Road Central. One of the coolies, who had charge of the truck, was arrested, but owing to the lad's condition the case had to be adjourned until his discharge from hospital. Before Mr. F. A. Hazeland, at the Police Court to-day, the coolie, who was with the truck, was brought up on remand, charged with carelessly driving it along the public street. The blind boy, who was this morning discharged from hospital, appeared in Court with both hands in bandages, one of his fingers having been amputated. The charge was proved, and his *Worship* fined the reckless coolie \$10. On the boy leaving the Court the owner of the truck presented him with \$20 as compensation. This, we might say, was done of his own choice, as the Court did not suggest any compensation to the lad. Inspector Warnock prosecuted.

SOME days ago an extensive opium raid was made at Shau-ki-wan by Chief Excise Officer Hoggarth and a party of excise officers and constables. They raided house No. 26, Ha Kung Nam, seized 169 tael of raw opium and 12 tael of opium dross, and arrested two women. In a corner of the house was found a second table, in which was discovered over \$5,000 in subsidiary coins. Both women were charged with being in possession of illicit opium, and the case was adjourned until to-day. One thing which was peculiar in this case was the ingenious way in which the opium was hidden. A special table, containing a false surface was made, and in the secret compartment was stored the drug. Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for the prosecution, and Mr. Otto Kong Sing defended. Evidence was heard, and the false table brought into Court for inspection. The prosecution said that defendant supplied the whole of Shau-ki-wan with opium. Mr. Hazeland imposed a fine of \$1,000 on the first defendant on the charge of having raw opium in her possession, and \$50 for the cross opium. The second defendant was ordered to be discharged. The fines were paid forthwith.

## EXCURSIONS TO MACAO.

"HONGSHAN" ON THE RUN.

There must surely be very few residents in this Colony who have not very pleasurable recollections of the delightful, and health giving, trips to Macao, which they were enabled to take, any week-end they chose, through the enterprise of the Hongkong, Canton and Macao Steamboat Co., Ltd., during the hot months of last year, when to get just outside of the harbour limits even, provided the sea was in propitious mood, calm, not choppy, was in itself a pleasure, and a recuperation, and who, "the next day," were ready to acknowledge the benefit they had derived from that short "venture across the briny." Thus it cannot but be a matter of satisfaction to them to know that from Sunday next, the 10th inst., a vastly improved service is to commence; by way of resumption of and improvement upon, last year's service. That magnificent boat, the *Hongshan* well-known to holiday-makers, has lately been thoroughly overhauled, and installed with electric light, practically from stem to stern, the plant for which has been supplied by Messrs. Wilks and Jack, who have had the work in hand, and are now completing the finishing details. The cabin and saloon accommodation also has been put in such condition as to leave nothing to be desired in the way of furnishing and accommodation, for the comfort of passengers. One aim of the company, which should popularise the steamer for these trips, is the intention of the company to entirely prevent any rowdiness, so that no one need feel the slightest hesitation in taking his wife and children with him on the trip.

Another movement in the right direction is that the steamers will leave at 9 a.m., thus obviating the otherwise necessary hurry and scurry to get on board earlier departing vessels. This should be specially appreciated in a Colony like this where most of the public entertainments take place on Saturday nights, thus making "that extra hour" more than welcome to those who attend them—either for pleasure or on business intent. Buteven leaving at 9 a.m. it is calculated that the *Hongshan* will reach Macao at noon, or very shortly after, thus giving trippers plenty of time to see what there is to be seen, before, rejoining her at 4 p.m. for the return trip to Hongkong, where it is scheduled she will arrive at 7 p.m. in time for ferry, tram, or ricksha to take the excursionists home well before dinner-time. For the convenience of those preferring to remain on board at Macao for lunch arrangements are being completed with the proprietors of Café Weissmann to cater for the wants of the travellers on board, so that they may obtain refreshments at any hour on board. This should prove an immense boon to those who, knowing Macao by heart, merely take the trip for the sake of the "blow on the ocean," and on arriving at Macao, prefer to remain on board and having their meals there, elect to await the return trip to Hongkong. For these trips arrangements are being made for the presence of a band, which will enliven things considerably, if they are but happy in their selections. But there is another feature of these week-end trips which is worthy of note. The company, realizing that it may go against the religious scruples of some would-be holiday-makers, to take this trip on Sundays, are arranging for Saturday trips, so that the whole afternoon and evening may be spent out on the open sea. As at present considered it is proposed to despatch the steamer at 2 p.m. on Saturday's, doing the round trip in time to return and land the passengers at 10 p.m. This should form a very pleasant means of getting an outing for those who are unable to be away from the Colony on the Sunday. For the greater convenience of excursionists arrangements have been made for the *Hongshan*, on her return trip, to moor alongside the Douglas wharf, which is more convenient, being more central, for Kowloon, Peak, and Eastern districts residents, an innovation which should be appreciated, for who does not remember the weariness of a long ricksha ride to ferry or Peak tram under last year's arrangements, at an hour when they were drooping for their beds, after their long day's outing.

The company has also on foot a scheme whereby arrangements may be made to run these excursions whenever a holiday falls upon a Monday, so that trippers may have the full advantage of the change from Saturday to Monday, travelling back and forth by the same steamer.

The company has gone to considerable expense in fitting up the *Hongshan* for these trips, their theory being that if they wish to cater for the European patronage in their business they must be prepared to give a *quid pro quo*. That they intend to do this would appear manifest when it is mentioned that the return first-class trip to Macao on Sunday by the *s.s. Hongshan* is \$3 only.

With such an opportunity as this for getting out of the Colony for the day, at such a cheap rate, there should be no excuse for the oft-heard complaint that, "I never know what to do with myself on a Sunday!"

THAT a confirmed habit of purposeless lying, when present in an adult, is a true disease is asserted in *American Medicine* (Philadelphia), by Dr. Alfred Gordon, of Jefferson Medical College. "A pathologic tendency to exaggeration, for telling untruths, for inventing impossible events, may be present in an adult as well as in a child. In both cases it can be considered as a stigma of mental degeneration." Persons who show symptoms such as these, and should be looked upon with suspicion, and placed in the hands of medical experts. "It is true that public opinion is not yet prepared to consider as mentally diseased individuals who are capable of combining various forms of perversion with intellectual resourcefulness, but alienists should unceasingly continue to work against such misconceptions, and in the name of justice correct legal errors when responsibility is recognised in individuals who are not responsible for their crimes."

## TELEGRAM.

## "HONGKONG TELEGRAPH" SERVICE.

## THE HUANGPU CONSERVANCY.

## WORKS TO BE CARRIED OUT.

AGREEMENT SIGNED.

[From Our Own Correspondent.]

Shanghai, 8th June,  
11.30 a.m.

The agreement between the Chinese Commissioners, appointed to the Huangpu Conservancy Board, and M. de Rijke, engineer-in-chief, to carry out the scheme, has been signed.

The contract was executed on Thursday last.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## PUBLIC MEETINGS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—"Sir,—How the old order of things changed, and how hard it is to have one's old pet theories and beliefs shattered. I strolled into a friend's library the other day, and casually picking up an Indian paper, my eye fell upon the following excerpt from a Calcutta vernacular paper, and it gave me pause:—"We deprecate the holding of public meetings, and some of our contemporaries have objected to this proposal. Let us honestly consider the situation. We have held political meetings by hundreds and thousands, which have been attended by thousands and tens of thousands. We have put our case strongly, intelligently and honestly; justice is on our side; yet can any one say that we have ever gained anything by holding these meetings? Have we been able to move one muscle of the Government? On the other hand, we have lost much. When we gain nothing by holding public meetings, it is dissipation of energy to hold them. By holding them and delivering speeches, we lose that vital energy which is necessary to cause our growth, and which we should conserve and store up and not dissipate. By holding public meetings we often humiliate ourselves before the world, and lose our self-respect by whining. We also betray our utter helplessness and impotence by holding out idle threats. We allow ourselves to be seen through and through by our opponents. The energy that we waste after political meetings should be devoted to solid work. What these solid works are have now and then been pointed out by us. But we shall revert to the subject again." It would possibly be interesting, not to say instructive, to hear what further the intelligent writer can possibly have to say on the subject when he "reverts to it again."

I was always of the opinion that public meetings to consider vexed questions of the day, which closely concerned the public interests, was the one and only proper method by which to carry out the ancient precept *audet agere*. I have personally assisted at several public meetings, without experiencing any "dissipation of vital energy," nor any "loss of self-respect," and I can say, "we have gained something" by holding those meetings. To quote one single instance, an instance which may also be known to, and remembered by, others in the Colony. When Lord Ripon was Viceroy of India, in 1883, he endeavoured to enact an ordinance (known vulgarly as the "Black Act") whereby power was to be given to the native magistracy, the "zemindars," treacherous, greedy, disorganised, venal, and as he was universally dubbed, to have white men placed before them for trial and, if necessary, punishment. As soon as this project became known, a wave of indignation surged over the length and breadth of India, and public indignation meetings were held in all the towns, large and small, and the resolutions of protest then passed against such a scandalous enactment, were forwarded to the Viceroy, with the true announcement that, unless satisfaction was had, the matter would go beyond him. Now, did we do any good beyond him? Only thus much; that those public meetings led to the Bill (officially dubbed the "Liberty Bill," after the name of the intrepid, Lord Ripon's cat's paw) which provided that "a European shall in all cases have the right to demand to be tried by a European, and such demand shall in all cases be acceded to," which practically annulled the whole force of the Bill, for never would a European forego his right under that proviso. Thus are public meetings useful indeed.—Yours, etc.,  
VOX POPULI.

Hongkong, 8th June.

## SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lightning*) 10th inst.  
French (*Tourane*) 11th inst.  
Canadian (*Empress of India*) 12th inst.  
Indian (*Sutong*) 18th inst.

The Barber Line *s.s. Saint George* sailed New York on 3rd inst.

The *s.s. Indrapur* left Singapore on 7th inst., and is due here on 13th inst.

The Barber Line *s.s. Letham* from New York left Singapore on 6th inst., for Hongkong.

The Mogul Line *s.s. Ghazee* sailed from Liverpool on 31st ult., for China and Japan.

The Mogul Line *s.s. Madras* sailed from Singapore yesterday and may be expected here on 12th inst.

The C. P. R. Co.'s *s.s. Montague* left Vancouver on 5th inst., for Hongkong via the usual route of Call.

The Apar Co.'s *s.s. Lightning* from Calcutta left Singapore on 5th inst., a.m., and may be expected here on 10th inst.

The N. Y. K. *s.s. Bombay* Line *s.s. Bombay* left Singapore for this port Direct, on 7th inst., and is expected here on 13th inst.

The N. Y. K. *s.s. American* Line *s.s. Shinan* left Kobe for this port via Moji and Shanghai on 7th inst., and is expected here on 16th inst.

The C. P. R. Co.'s *s.s. Empress of India* arrived at Nagasaki at 7.30 a.m., on 7th inst., and leaves again at 4 p.m., same day, for Shanghai, where she is due to arrive at 2 a.m., on 9th inst.



## TELEGRAMS.

[Reuter's.]

## The Madrid Outrage.

LONDON, 6th June.  
Two more soldiers have died in Madrid. Owing to the number of the injured suffering from blood poisoning, it is believed that the bomb was poisoned.

## The Marriage Festivities.

A torchlight procession ended the royal marriage festivities in Madrid last night. The Prince and Princess of Wales and other foreign guests leave to-day.

## The Situation in Natal.

Apprehensions of the disaffection of Diniguela are increasing in Natal.

Later.

## British Naval Manoeuvres.

The programme of the naval manoeuvres has been issued.

The manoeuvres extend from Great Britain to Gibraltar and the South Atlantic, and will last from 23rd June to 2nd July.

Admiral May commands the enemy and Admiral Wilson the defenders.

The co-operating merchantmen will call at Falmouth, Milford, and Gibraltar, and leaving in batches, as directed, will try to escape the enemy and to supply the fleet under Admiral Wilson with information concerning the vessels trying to capture them; they will then proceed on their voyage and cease giving further information.

Mail steamers are exempt from stoppage.

## France and Morocco.

France is sending two cruisers to Tangier to support her demands for reparation for the murder of a Frenchman named Charbonnier outside Tangier.

The demands include the execution of the murderer and a heavy indemnity.

## A SMART CREDITOR.

TAKES NO CHANCES.

In Summary Jurisdiction this morning, before his Honour Mr. A. G. Wise, Puisne Judge, Ng Po, fireman on the s.s. *Twickenham*, sued Chan Sam and Chi Sing, under-firemen on the same vessel, for recovery of the sums of \$191.00 and \$140.41, respectively, due on two promissory notes.

Mr. W. J. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the plaintiff, the defendants appearing in person.

Mr. Jackson produced the two promissory notes, and the plaintiff swore to the signatures, as those of the defendants.

The defendants both told the same story in denying liability. They stated that they signed on the articles as under-firemen on the s.s. *Twickenham* in London, the plaintiff being chief fireman. During the voyage out there was a good deal of gambling between the parties, with the result that the first defendant lost \$191 to plaintiff, the second losing \$140.41. When they arrived here the *Twickenham* went into dock, and in the evening when the defendants were going out of the dock gate, the plaintiff stopped them and forced them to sign the promissory notes because he knew that they had more wages due to them and he wanted to get hold of it. It was a gambling debt only.

His Honour: I don't know anything about any gambling; the plaintiff is suing on these promissory notes which you admit bear your signatures, while you also admit you owe the money. There must be judgment with costs. Mr. Jackson asked for immediate execution, which was ordered to issue.

## NAVAL JOB LOTS.

WARSHIPS THAT HAVE SEEN BETTER DAYS.

Last month at Devonport Dockyard 16 obsolete fighting ships which have had their day and ceased to be efficient machines were to come under the hammer of the auctioneer.

The two largest are the third-class battleships *Superb* and *Iron Duke*, now dreaming the happy hours away in retirement amid the glorious scenery of the Kyles of Bute.

## BUILT FOR TURKEY.

H.M.S. *Superb*, which was built at Blackwall, was originally destined for the Turkish navy, but when Russia threatened Constantinople in 1878 the British Government purchased her and two other unfinished warships—the *Bellisle* and the *Orion*—from the Turkish Government and added them to the British Navy.

The price paid for the *Superb* was £443,000. She took part in the bombardment of Alexandria in July, 1882. Her displacement is 9,170 tons. She still carries 12 18-ton guns—dainty little toys with which her purchaser will doubtless be highly pleased.

## A VARIETATED CARRIER.

The *Iron Duke*, a smaller ship, of 6,010 tons, had an adventurous history. In September, 1875, four years after she was launched, she collided with and sank H.M.S. *Vanguard*—a double-screw ironclad which cost £350,000. Three months later the *Iron Duke* was nearly lost in consequence of a valve having been left open. The British taxpayer paid £195,479 for her.

The third in point of size is H.M.S. *Amphion*, a Pembroke-built cruiser of the second class, completed in 1883 at a cost of £160,500. She has a displacement of 4,300 tons.

## NAVAL REMNANTS.

H.M.S. *Ringsome*, one of the old Katoomba family of third-class cruisers, was launched at Glasgow in 1890. With a displacement of 7,575 tons, cost £123,076.

Another famous veteran, the naval career of which is now at an end, is H.M.S. *Brisk*, a third-class cruiser of 1,770 tons, launched at Glasgow in 1886, and which cost £87,853.

The remaining warships in the sale, which by comparison are almost trifles, are:

H.M.S. *Salomander*, torpedo gunboat, launched at Chatham in 1889;  
H.M.S. *Peach*, first-class gunboat, launched at Pembroke in 1885;  
H.M.S. *Phaeton*, first-class gunboat, launched at Devonport in 1888;  
H.M.S. *Pigeon*, first-class gunboat, launched at Pembroke in 1888;  
H.M.S. *Reliance*, first-class gunboat, launched at Pembroke in 1888;  
H.M.S. *Widgeon*, first-class gunboat, launched at Pembroke in 1889;  
and the built *St. Vincent*, *Pitt*, *Dana*, *Leda*, and *Gryhound*.

## SHANGHAI IN 1905.

A RECORD YEAR.

We have to acknowledge from the Commission of Customs the receipt of vol. III. of the Trade Reports for 1905. Dealing with the trade of Shanghai for the past year, Commissioner H. E. Hobson writes:—

From many standpoints 1905 may be regarded as a "record" year and as far ahead of any preceding. The gross value of the trade was H.K. Tls. 443,954,261, and the net value H.K. Tls. 176,979,193, showing increases of 39 and 314 million taels respectively over the 1904 totals; and this result is the more satisfactory as serious forces militated against a prosperous season, viz. the war which, during the greater part of the year, raged in the North, the boycott against goods of American provenance, and the disastrous flood of the 1st September. It was only on the 31st August that news arrived of negotiations having taken a favourable turn and that the Treaty of Peace was on the point of being signed. Unfortunately, one of the clauses inserted in the Protocol—"maritime captures shall not be suspended pending the coming into force of the Treaty of Peace" (that is, for a further period of 50 days)—did not allow shipments of cargo to take place until late in the season and when "winter" was nearly at hand. As soon as the Treaty was ratified and the coast clear, shipments of provisions and foodstuffs of all kinds were sent from here, and it is said that very handsome profits were realised by local shippers; but owing to the lateness of the season and the troubled state of Vladivostok, the normal conditions of that particular trade had not been properly resumed when the year closed. The so-called "boycott" against goods of American provenance, as a retaliation against the Immigration Prohibition Treaty of 1894, threatened at one time to assume large proportions, and would have created a dangerous precedent for the future. This agitation, however, as far as Shanghai was concerned, was not of long duration, and keen traders as the Chinese are, they soon found out that it was wiser to abandon a suicidal policy, and to adopt measures of a more conciliatory character, if they wanted to obtain from the American Government any modifications of the existing immigration rules. The inundation caused by a strong north-easterly gale coinciding with the highest flood tides of the year played great havoc in Shanghai and its neighbourhood, and entailed heavy losses to foreigners and Chinese alike in the destruction of property, as will be seen in a subsequent paragraph. The prohibition in force for several consecutive years against the export of Rice from the province of Kiangsu was temporarily suspended in November. The crop was an excellent one, prices were reasonable, and the natives were satisfied. On the 18th November the first section of the Shanghai-Nanking Railway, extending from Shanghai to Nanking (243 m.), was formally opened to traffic. A census of the population, Foreign and Chinese, living in both Settlements, was taken on the 14th October, showing respective increases of 67 and 23 per cent. since the last census, taken five years ago.

## REVENUE.

The total collection was Hk. Tls. 12,080,185—an increase of 12 million taels over the total in the preceding year and of 14 millions over that for 1902, the best year on record. Nearly the whole of this gain is accounted for under "Imports."

## FOREIGN TRADE.

Imports.—The gross value of arrivals aggregated 259½ million taels, against 169.0 millions in 1904—an increase of 31 per cent.; and the net-value of Foreign Imports amounted to 62 million taels as against 45 millions—an increase of more than 100 per cent. over the figures of the previous year. From the mere comparison of these totals, one would be inclined to jump to the conclusion that the power of absorption of the Shanghai market has vastly increased, and that this large advance in the values of the net Imports represents a corresponding increase in the local consumption. This, however, is far from being the case, and the increase is accounted for by large stocks, especially in Cotton Goods, which had to be carried over when the year closed. The Piece Goods trade of Shanghai during the period under review has been subject to a series of ups and downs. The capacity of traders has been severely tried in coping with the various difficulties that have presented themselves, and the success with which these obstacles have been surmounted affords strong evidence of fertility of resource. With remarkable prescience, which was justified in the event, some of the leading dealers conceived the idea comparatively early in 1904 that the time had come to order supplies of Cotton Goods in the Manchester market for the following season. Their example was tardily followed, as it was not at first known with any degree of certainty what the American Cotton crop would amount to; when its shortness became more apparent others followed suit, and the Foreign importing firms who had special shops on cloths that had been established for years found it necessary to cover their estimate of requirements much further ahead than they had ever done before. Manchester thought that the demand for China was out of all reason, and India kept quietly out of the market and awaited her opportunity of obtaining supplies at lower rates. The consequence of this buying for China was that goods commenced arriving here freely early in 1905 and stocks began to accumulate—American makes also participating, although operations in New York did not begin until some-what later than they did in Manchester. Manufacturers in the States pursued a much more conservative policy, and as Cotton by this time had declined so much, owing to the bumper crop of 1904, the heroic suggestion was made (and in one or two instances really acted on) of burying the raw staple in order to curtail the supply. The consumptive demand, however, saved the situation, and prices have steadily risen until 6 1/2 d. was reached in Liverpool at the close of the year—an advance of over 30 per cent. in the 12

months. The most prominent feature to be noted is the enormous development in the importation of American domestic Cotton cloths, the increase being rather more than 200 per cent. over the total in the previous year and 160 per cent. over the average of the preceding nine years. The heavy stocks carried over plainly show that supply has outstripped demand for the time being, although the high prices now ruling in the States are likely to adjust this excess before many months are over. For the first six months of the year, aided somewhat in the latter part of that time by the cessation of hostilities between Russia and Japan, no fault could be found with the trade, clearances being well over the average for the same period; but, nevertheless, stocks were accumulating. This was not considered serious until the boycott on American goods started, on the 20th July, and then for the rest of the year the Piece Goods trade was in difficulties. The boycott movement lasted until the beginning of September, and extended to English makes almost as much as American, the market being still further depressed by an intensely hot summer and the demoralisation of the Native markets in the country owing to the promiscuous coinage of copper, 10-cash pieces. Then on the 1st September came the greatest disaster of all, the flood, which affected millions of taels worth of goods in Shanghai, and thus furnished enough damaged stock to supply the market for weeks. Good White Shirtings, White Irishes, and Dyed and Printed goods suffered the most; and though the Native dealers, who were in the majority of cases the indentors of the parcels, should have suffered the whole loss, they were helped out of it to a considerable extent by the Foreign importers. It is feared that a fairly large quantity is being carried over, and the loss is bound to be very heavy. Fluctuations in exchange, stringency in the money market, and local disturbances marked the rest of the year. There was but little of the usual autumn demand for forward indents. Manufacturers are fully engaged with previous orders for months ahead—in fact, extending well into the summer months of 1906. The operators in heavy American goods specially and most of the Plain Manchester fabrics have undoubtedly done a satisfactory year's trading, on the whole, as would those who were interested in White Irishes and Printed and Dyed goods had they not sustained such severe losses owing to the flood. Some of those, however, who were more prominent in starting the early buying rather over-reached themselves in their exchange operations, that important factor taking exactly the opposite course at the conclusion of the war to what was almost universally expected, and this accounts in great measure for the comparatively poor results that Manchester Grey goods have in these cases brought to their indentors. The Woolen trade is scarcely holding its own, the out-take of all kinds showing a considerable reduction. The consumption of Cotton Yarn has also been smaller, judging by re-exports; but the trade has been satisfactory to those engaged in it, especially as regards Japanese spinnings. In Metals the most remarkable feature is the large advance under Copper Slabs and Ingots, which was already pronounced in 1904, the net import during the year under review amounting to more than 250,000 piculs, or four times the 1904 total. For the first time the statistical tables record an importation of nearly 70,000 piculs of Copper Discs, valued at H.K. Tls. 3,000,000, which found their way to the various provincial mints, whence they were issued in the shape of 10-cash pieces. In Old Metals it was thought at one time that there would be a brisk business on the cessation of hostilities, but this was not borne out by results; the dealers, however, helped by the advance in exchange, and later on by the steadiness of rates, seem to be quite satisfied with their profits. The business done in Kerosene Oil falls very far below that of the year 1904, which was the largest on record, the deliveries showing a shortage of 2,312,633 cases. In American Oil a very large business was done in the early part of the year, but in the latter part transactions were limited, and the stocks remaining are unusually heavy. As regards prices, importers did fairly well, but an absence of demand in the country entailed heavy losses for the dealers during the latter months of the year. Refined Sugars, owing to the moderate crop of Cane Sugar and the partial failure of the beet crop, were quoted at fairly high figures when the year began, and continued to be in good demand until about the end of September, when favourable reports of the new crops caused prices to fall suddenly and rapidly; from this time on the trade was depressed and prices gradually declined. To a certain extent prices were also affected by the fact that large quantities of Japanese Sugar were put on the Shanghai and northern markets. On the whole, the year was an unprofitable one for the Chinese Sugar merchants, the majority of whom have lost heavily on forward purchases. There was a fairly good business done in Cardiff Coal; but prices gradually fell from Tls. 15 to Tls. 12 per ton, and are hardly likely to advance, dealers being afraid that the large stock still in the hands of the Russian Government may at any time come into the market. The reverse occurred as regards Japan Coal, in which important transactions took place. The higher cost of labour in Japan and the much greater amount of Coal used by the Japanese mercantile marine caused a rise in the price of Tls. 3 to Tls. 4 per ton.

[To be continued.]

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 8th at 11.55 a.m. The barometer had risen over E. Japan and the E. coast of China, and fallen in W. Japan. The depression is moving Eastwards over W. Japan, and pressure is highest over N.E. Japan, and the China Sea. Moderate S. and S.E. winds are indicated in the Formosa Channel and the N. part of the China Sea. Forecast—Moderate S. winds; squally.

## HONGKONG VOLUNTEER RESERVE ASSOCIATION.

GOVERNOR'S CUP 1905.

The following are the highest scores for the year's shooting ending 31st May, 1906:

Name.	200 yds.	300 yds.	Total.
J. C. Gow	196	200	396
J. H. Ridgeway	185	192	377
Sir Francis Pigott	180	197	377
C. E. H. Beavis	189	183	372
J. C. Peter	189	177	366
J. Whittall	173	189	362
A. Mackenzie	180	180	360
W. G. Winterbourn	176	183	359
W. H. T. Davis	186	172	358
R. E. O. Bird	171	186	357
E. W. Tetrey	175	173	348
W. Goodfellow	177	169	346
W. T. Edwards	136	173	309
A. Moir	155	153	308
J. Hutchings	146	150	296

His Excellency the Governor has kindly promised to present the Winner with his 1905 Cup on Saturday, the 9th instant, at 3.30 p.m., on the Range.

## THE FOOD RIOTS.

The N. C. D. News of June 2 comments:—During the past few weeks the price of rice has gone up in Shanghai from about \$4.80 per picul to \$7.20 per picul, and there has been a corresponding rise in the price of the staple food of the people throughout the Yangtze Valley. The immediate cause adduced is the flooding of extensive areas in Hunan through phenomenal rains, and the consequent ruination of many crops and the urgent demand for food. The immediate result has been the series of food riots, some serious, others milder explosions of public feeling, and all of them expressions in the first instance of the earliest cravings of human nature, the demand for food. The situation is one which arises periodically in China, and indeed in every thickly-populated country, and the officials are taking the usual steps to suppress the trouble in the full knowledge that as time goes on the same conditions will arise again and they will be called upon to exert themselves to similar measures. An Imperial Rescript issued yesterday prohibits the exportation of rice from Chinkiang and other cities of the Yangtze Valley till further orders.

Never a year passes in China without its flood in some part or another, and although that of the Siang Valley is unusually extensive, and the sufferers there deserve pity and more than the sympathy which has been extended to them, the disaster would not in itself cause a famine in the proper sense of the word. There is plenty of rice available to supply all the people with food. The present distress is the result therefore of other circumstances and chiefly of the ill-judged attempted regulation of the food supply by the officials themselves, who have now to endeavour, by fresh restrictions, to relieve the situation which has been brought about by their interference. Human nature being what it is, there will always be commercial vampires willing to pile up riches at the expense of the very lives of the people. The "cornerers" frequently over-reach themselves in the long run, but the money prizes are vast and the temptation is not easily resisted. In China the method is to accumulate the grain in centres, petition for and obtain the right of export, and then use the threat of creating a famine as a means of forcing up prices. When the crisis has become too acute the officials step in again with a fresh prohibition of the export. It is the situation caused by the English Corn Laws which again, and the obvious remedy is absolute free trade in the food of the people for China as well as for Great Britain. With improved and cheapened means of transport and the removal of all barriers in the way of the working of the laws of supply and demand, the problem would in great measure solve itself.

To foreigners there is the present further question as to how far, if at all, they will be affected by the disaffection of the people among whom they are living, and, as far as present indications go, there is happily no cause for uneasiness. The disturbances have been widespread but they are sporadic, and they have all a very definite origin which has no relation to the foreigner. They are not even political, though it is not surprising that the Secret Societies, and the agitators who are ever on the alert for opportunities, should make use of the popular irritation for their own ends. The absence of further news from Kiangsi, where the worst of the risings had taken place, leads to the hope that quiet is being restored. The Chinese authorities are alive to the situation, and appear to be acting with unwonted energy, in putting down the disorder and removing, at least temporarily, the cause of the discontent. A more radical treatment of the recurring problem, is, we fear, too much to hope for as yet.

## THE PECULIAR PEOPLE.

HOW FAR BIGOTRY CAN GO.

The length to which bigotry can go with certain sects is aptly illustrated in a case heard the other day. A coroner's jury at Lambeth found that the death of Dorothy Cook, a child of seven, was due to the want of medical attention. The parents belong to the sect known as the Peculiar People, and the jury added that they regarded the father as responsible, and returned a verdict of manslaughter against him. The father, who is a horsekeeper, was accordingly committed by the coroner, Mr. Troutbeck, for trial.

His evidence the father stated that he had belonged to the sect of the Peculiar People for twenty years.

Perhaps, said the coroner, you will tell me what your religious belief is in regard to the treatment of illness?—Our belief in regard to the treatment of illness is according to this book (holding up a Testament).

What do you think the doctrine of the New Testament is in regard to illness?—Our belief in regard to that is that if anyone is afflicted we should call in an elder. There must be laying on of hands, anointing with oil, and the prayer of faith to save the sick, and the Lord will raise them up if it is His will.

What is your view in regard to calling in doctors in case of illness?—Our faith is in the Lord. Perhaps you will answer the question. Do you or do you not call in doctors?—We do not. Do you do anything at all in the way of treatment of sick persons?—We give them every nourishment possible.

Dr. Freyberger expressed the opinion that with medical care and attention the child's life would have been saved.

## COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks	... ..	\$810 to \$91
National Banks	... ..	38
Union Insurances	... ..	850 b.
China Traders	... ..	98 b.
Canton Insurances	... ..	360 s.
Hongkong Fires	... ..	305 sh. & b.
China Fires	... ..	85 sh. & b.
H. C. & M. Steamboats	... ..	244 b.
Indo-Chinas	... ..	75
China Sugars	... ..	165 s.
Docks	... ..	160 s.
Kowloon Wharfs	... ..	103 s.
Hongkong Lands	... ..	118 sh.
Shanghai Docks	... ..	1144
Hongkong Hotels	... ..	128 s.
Humphreys' Estates	... ..	114 sh.
Ewo Cottons	... ..	72 s.
Green Island Cements	... ..	28 s.
Langkats	... ..	230 s.

TO-DAY'S EXCHANGE.

London—Bank T.T.	... ..	2 1/4
Do. demand	... ..	2 1/10
Do. 4 months' sight	... ..	2 1/16
France—Bank T.T.	... ..	254
Germany—Bank T.T.	... ..	54
India T.T.	... ..	156
Do. demand	... ..	157
Hongkong—Bank T.T.	... ..	72
Singapore T.T.	... ..	12 1/2 prem.
Japan—Bank T.T.	... ..	102
Yokohama—Bank T.T.	... ..	126

Buying.

1 months' sight L/C	... ..	2 1/16
6 months' sight L/C	... ..	2 1/10
30 days' sight San Francisco & New York	... ..	54
1 months' sight do.	... ..	52
30 days' sight Sydney and Melbourne	... ..	2 1/16
1 months' sight France	... ..	259
1 months' sight Germany	... ..	259
1 months' sight India	... ..	259
Bank of England rate	... ..	2
Sovereign	... ..	250

## To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JUNE 9TH, 1906.

DINNER.

HORS D'OEUVRES.  
Anchovy in Olives.

SOUP.

Julienne Soup.

FISH.

Smoked Fish and Butter Sauce.

ENTREES.

Grilled Woodcock on Toast.

Lamb Cutlets and Green Peas.

Veal and Ham Patties.

CURRY.

Kabob.

JOINTS, &amp;c.

Roast Sirloin of Beef and Herbs and Sauce.

Roast Capon and Sausage.

Boiled Bacon and Spinach.

Cold Corned Ox Tongue and Cucumber and Onion Salad.

SWEETS.

Macaroni Pudding.

Strawberry Ice Cream and Finger Cakes.

TIPSY CAKE.

DESSERT.

Coffee.

Fruits.

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## PUBLIC AUCTION.

THE Undersigned has received instructions

to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 14th June, 1906, commencing at 2.30 P.M.,

at No. 5, Peddar's Hill,

A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE

(Particulars from Catalogue).

ALSO

1 Set "ENCYCLOPEDIA BRITANNICA,"

25 Vols., in Revolving Case.

1 Set "THE WORLD'S GREAT CLASSICS,"

10 Vols.

1 SURVEYOR'S LEVEL.

1 VICTOR TALKING MACHINE with

Records.

TERMS—As customary.

On view from Wednesday, the 13th June.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 8th June, 1906. [632]

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

The Steamship

"BENLOMOND"

Captain Henderson, will be despatched as

above, on or about 22nd instant.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, 8th June, 1906. [630]

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Kubatino United Companies.)

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA-  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"PATROCLUS"	14th June.
GLASGOW AND LIVERPOOL	"PING SUEY"	21st "
GLASGOW AND LIVERPOOL	"OKESST"	28th "
GLASGOW AND LIVERPOOL	"OANFA"	5th July.
GLASGOW AND LIVERPOOL	"ASTVANAX"	12th "

## HOMeward.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DEUCALION"	19th June.
* GENOA, MARSEILLES & L'POOL	"HYSON"	26th "
LONDON, AMSTERDAM & ANTWERP	"AJAX"	3rd July.
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	10th "
* GENOA, MARSEILLES & L'POOL	"PATROCLUS"	17th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	24th "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH  
THE NORTHERN PACIFIC RAILWAY CO.  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"OANFA"	7th July.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	10th June.
S.S. "Keemun" from Pacific Coast, left Moji on the morning of 6th instant, for Hongkong direct, and is due on the 10th.	"TEUCER"	13th July.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th June, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAO, CHEFOO and TIENTSIN	"HUICHOW"	11th June.
AMOY and SHANGHAI	"SHAOSING"	11th "
MANILA	"TAMING"	12th "
SHANGHAI	"KIUKIANG"	13th "
AMOY, MANILA, CEBU and ILOILO	"SUNGKIANG"	14th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	27th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly  
qualified Surgeon is carried.  
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th June, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon staterooms—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA	SATURDAY, 9th June, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 2nd June, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship

"ANGLO SAXON" .....

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents

Hongkong, 31st May, 1906.

## Dentistry.

Dr. M. H. CHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VIGUE ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 22nd July, 1905.

TSIN TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 10th July, 1906.

## Shipping—Steamers.

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Manila, Port Darwin and  
Queensland Ports, and taking through Cargo to  
Adelaide, New Zealand, Tasmania, &c.)  
THE Steamship.

"AUSTRALIAN."

Captain McArthur, will be despatched for the  
above Ports, on SATURDAY, the 30th instant,  
at Noon.  
This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Pro-  
visions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passengers the Steamers of the Company have  
electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 5th June, 1906.

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## HONGKONG—MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.M.R.

THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sundays  
at 8 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.

FARES.—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
On and after Sunday, 29th inst., inclu-  
sive, every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single, \$2;  
Return, \$3; 1st Class, Single with Cabin, \$3;  
Return, \$5; 3rd Class, Single, 50 cents; Re-  
turn, 80 cents.

All Meals can be supplied on Board at \$1  
each Meal.

First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.

The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 10th May, 1906.

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THE ORIENTAL PACIFIC LINE.  
FOR SAN FRANCISCO VIA PORTS.

THE Steamship  
"APPALACHEE"  
will be despatched for the above Ports, about  
the 16th of June.  
For Freight and further particulars, apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 30th May, 1906.

[610]

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"INDRASAMHA,"  
Captain Wilkes, will be despatched as above, on  
or about the 30th June next.  
If sufficient inducement is offered:  
For Freight, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 31st May, 1906.

[616]

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers  
Tons Captain

"KWONG CHOW" 1,309 T. R. MEAD.  
"KWONG TUNG" 1,238 T. R. RAMSEY.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.  
Passage Fare—Single Journey \$4.  
Meals ..... \$1 each.

Excursions to MACAO every SATURDAY  
at 6 P.M., and every SUNDAY at 8.30 A.M.,  
returning on SUNDAY at 10 A.M. and 6.30  
P.M.

FARES:—1st Class single \$1 with cabin \$3.00,  
return \$3; 2nd Class single \$1, return \$1.50.  
Breakfast, Tiffin and Dinner \$1.00 each.  
The Wharf in Hongkong is nearly in front  
of the new Western Market, opposite the old  
Harbour Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.  
No. 8, Queen's Road West.

Hongkong, 22nd May, 1906.

[18]

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"YKSANG"	SATURDAY, 9th June, 4 P.M.
SHANGHAI	"WASHING"	SATURDAY, 9th June, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 12th June, 3 P.M.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.  
\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 8th June, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.
"ARABIA"	4,483	Mettrenthin	
"ARAGONIA"	5,198	Ernst	

The S.S. "Nicomedia" left Moji on the 6th instant, and is due to arrive here at 7 A.M. on the 11th.  
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and  
United States Points. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"ZIETEN"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 11th instant, will be sub-  
ject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, 11th instant, at  
9.30 A.M.

All Claims must reach us before the 16th  
instant, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 7th June, 1906.

[68]

## Consignees.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
TO-DAY.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 11th instant, will be  
subject to rent.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, 11th instant, at  
9.30 A.M.

All Claims must reach us before the 16th  
instant, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
Agents.

Hongkong, 5th June, 1906.

[69]

## Shipping—Steamers.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.  
THE Company's Steamship

"TOURANE"  
Captain Girard, will be despatched as above,  
on or about MONDAY, the 11th instant.  
For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 5th June, 1906.

[11]

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.  
THE Company's Steamship

"ZAIDA,"  
Captain A. M. Rait, will be despatched as  
above, on THURSDAY, the 14th instant, at  
Daylight.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 7th June, 1906.

[629]

HONGKONG AVERAGE MARKET  
PRICES.

Corrected 1st June, 100 cts. per \$ Mex.

## BUTCHER MEAT.

Cents.

Beef sirloin &amp; prime cut—Mei Lung Pa D

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains—" Know" per set

" Tongue fresh—Ngau Li" each

" Corned—Ham Ngau Li" each

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Kerk

" Kidneys—Ngau Yiu

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai-

tau-keok ..... set

Mutton Chop—Yeung Pai Kwat

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chitlings—Chi cheong

" Brains—Chi Know" per set

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum" each

" Kidneys—Chi Yiu" pair

" Liver—Chi Kon

Pork, Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau" set

Sheep's Head and Feet—Yeung Tau







## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "SALAZIE,"

Captain A. Aillard, will be despatched for  
MARSEILLES on TUESDAY, the 12th  
June, at 1 P.M.  
Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.  
Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. OCEANIAN ..... 26th June.  
S.S. TOURANE ..... 10th July.  
S.S. TONKIN ..... 24th July.  
S.S. ARMAND BEHC ..... 7th August.  
S.S. ERNEST SIMONS ..... 21st August.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th May, 1906. [11]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

## "DONGOLA,"

Captain G. Philipps, carrying His Majesty's  
Mails, will be despatched from this for MAR-  
SEILLES and LONDON DIRECT, via  
COLOMBO, on SATURDAY, the 16th June,  
1906, at Noon, taking Passengers and Cargo  
direct for the above Port, connecting with  
the Company's S.S. *Moldavia*, for BOMBAY.

Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.  
Hongkong, 2nd June, 1906. [14]

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [13]

## ACHEE &amp; CO.

ESTABLISHED 1859.

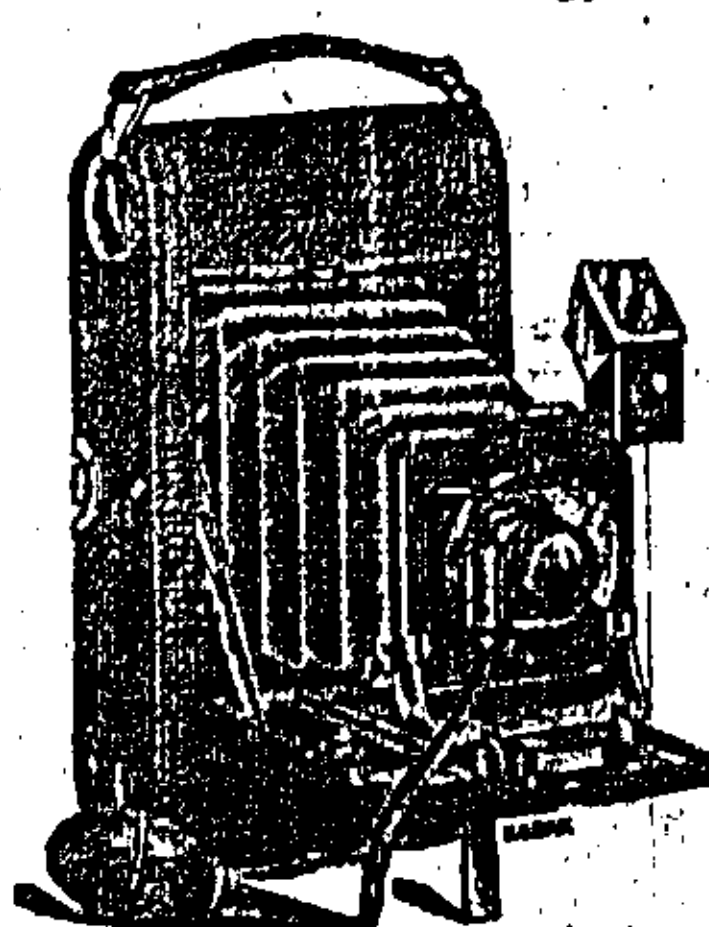
## FURNITURE.

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

Telephone 256.



## DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1906. [10]

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co., Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation .....	80,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$250,000 \$12,735 \$150,000 }	\$1,699,777	{ £1 15/- div. and £1 bonus @ ex. 2/0 9/16 } = \$26.87 for 2nd half-year 1905 .....	5 1/2 %	{ \$80 buyers, London £90 \$38
National Bank of China, Limited .....	99,925	£7	£5	{ \$1,000,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1903 .....	...	\$360.
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,000,000 \$147,895 }	\$211,540	\$20 for 1904 .....	5 1/2 %	\$360.
North China Insurance Company, Limited .....	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905 .....	5 1/2 %	Tls. 85 sales
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	{ \$2,000,000 £40,000 \$331,131 \$1,153,814 \$569,279 \$800,000 }	\$2,722,271	Interim div. of \$37 for 1905 .....	5 %	\$800 buyers
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	{ \$1,000,000 \$229,488 \$2,016 }	\$508,334	\$12 and \$3 special dividend for 1904 .....	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,000,000 \$229,488 \$2,016 }	\$344,098	\$6 for 1904 .....	7 %	\$85
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	{ \$1,200,000 \$229,488 }	\$422,618	\$25 for 1904 .....	8 %	\$305 sales & b.
SHIPPING.								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	{ \$6,000 \$264,038 \$88,941 }	\$6,563	\$14 for 1905 .....	7 1/2 %	\$21
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$250,000 \$600,000 \$154,331 \$120,000 }	Nil.	\$3 1/2 for year ended 30.6.1905 .....	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ \$154,331 \$120,000 £241,150 £3,999 }	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	8 %	\$24 1/2 buyers
Indo-China Steam Navigation Company, Limited .....	60,000	£10	£10	{ £3,999 Tls. 40,000 }	£4,431	12/- @ 1/10 = \$6.29.51 for 1904 .....	9 %	\$70 sales and b.
Shanghai Tug and Lighter Company, Limited .....	200,000	Tls. 50	Tls. 50	{ Tls. 40,000 £400,000 }	Tls. 2,156	{ Final Tls. 3 making Tls. 5 for 1905 Final Tls. 14 making Tls. 31 for 1905 .....	8 %	Tls. 53 sales
Do. (Preference) .....	100,000	£1	£1	{ £4,144 \$65,000 }	£1,078,815	1/- (Coupon No. 6) for 1905 .....	7 %	Tls. 51 buyers
Shell Transport and Trading Company, Limited .....	10,000	\$10	\$10	{ \$65,000 \$32,957 }	\$218	{ \$1.50 } for year ending 30.4.1906 .....	5 %	\$30 ex div.
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	{ Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 81,200 }	Nil.	{ \$0.75 } for year ending 30.4.1906 .....	3 1/2 %	\$21 ex div.
Taku Tug and Lighter Company, Limited .....	30,000	Tls. 50	Tls. 50	{ Tls. 350,479 Tls. 48,000 Tls. 81,200 }	Tls. 13,613	Final of Tls. 2 making Tls. 4 for 1905 .....	9 1/2 %	Tls. 41 buyers
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$850,000 \$450,000 \$80,129 }	\$40,914	Final of \$15 making \$25 for 1905 .....	15 %	\$165
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	{ none Tls. 100,000 }	Dr. \$132,388	\$3 for 1897 .....	...	\$25
Petrol Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }	Tls. 3,723	Tls. 24 for year ending 30.9.04 .....	...	Tls. 102 1/2 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	{ £80,000 £26,011 }	£13,355	{ 1/- (No. 6) interim div. for 12 months } ending 28.2.06 .....	7 %	Tls. 10 nominal
oriental Consolidated Mining Company, Limited .....	500,000	G \$10	G \$10	{ none 18/10 }	G \$909,059	Final of 50 cents making G \$1 for 1905 ..	7 %	G \$14
South Australian Gold Mining Company, Limited .....	150,000	£1	£1	{ £4,873 }	Dr. £8,745	No. 12 of 1/- = 48 cents .....	...	\$2 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	{ \$70,000 }	\$8,915	\$2 for 1905 .....	9 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	{ \$550,000 \$65,160 \$20,000 }	\$20,040	Final of \$31 making \$6 for 1905 .....	5 1/2 %	\$103
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$49,500 }	\$362,232	\$6 for second half-year making \$12 for 1905 ..	7 1/2 %	\$161
New Amoy Dock Company, Limited .....	10,000	\$64	\$64	{ \$88,000 }	\$2,221	\$1 for 1905 .....	6 %	\$17 buyers
Shanghai Dock and Engineering Co., Ltd. ....	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 487,210 }	Tls. 34,914	Interim of Tls. 4 for year 1905/6 .....	10 1/2 %	Tls. 115 sellers
Shanghai and Hongkew Wharf Company, Limited .....	32,000	Tls. 100	Tls. 100	{ Tls. 487,210 Tls. 57,065 Tls. 30,000 }	Tls. 57,065	Final of Tls. 8 making Tls. 14 for 1905 ..	6 1/2 %	Tls. 225 sellers
Yangtze Wharf and Godown Company, Limited .....	2,500	Tls. 100	Tls. 100	{ Tls. 30,000 }	Tls. 5,668	Tls. 18 for 1905 .....	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ none \$14,516 }	none	First year .....	...	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	{ \$14,516 }	\$3,028	\$24 for year ending 30.6.1905 .....	8 %	\$37 buyers
Central Stores, Limited .....	6,000	\$15	\$15	{ none \$4,719 }	\$4,719	{ \$2.40 on \$12 for 1905 7 % on \$74 for 1905 .....	13 1/2 %	\$152 sellers
Do. (new issue) .....	24,000	\$15	\$15	{ none \$4,719 }	\$4,719	None .....	...	\$300 buyers
Do. (Founders) .....	123	\$15	\$12	{ \$648,975 \$24,671 }	1619	\$5 for second half-year making \$10 for 1905 ..	7 1/2 %	\$130
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	{ \$648,975 \$24,671 }	1619	Final of \$31 making \$7 for 1905 .....	6 %	\$119
Hongkong Land Investment and Agency Co., Ltd. ....	10,000	\$100	\$100	{ \$250,000 Tls. 25,783 }	\$6,839	Final of 6 % = 10 % for 1905 .....	14 %	Tls. 18 sellers
Hotel des Colonies Company, Limited .....	9,000	Tls. 25	Tls. 25	{ Tls. 25,783 }	Tls. 1,635	Final of \$6 making \$10 .....	10 %	\$100
Hotel Metropole Company, Limited .....	2,000	\$100	\$100	{ none \$208,386 \$50,000 }	\$1,699	80 cents for 1905 .....	7 %	\$114
Jumpey Estate & Finance Company, Limited .....	100,000	\$10	\$10	{ none \$50,000 }	\$5,070	\$24 for 1905 .....	6 1/2 %	\$39
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	{ none Tls. 869,193 Tls. 170,000 }	\$574	Final of Tls. 3 making Tls. 6 for 1905 .....	5 %	Tls. 116 sales
Shanghai Land Investment Company, Limited .....	52,000	Tls. 50	Tls. 50	{ Tls. 869,193 Tls. 170,000 }	Tls. 52,194	Final of \$1.90 making \$3.65 for 1905 .....	7 %	\$83
West Point Building Company, Limited .....	12,500	\$50	\$50	{ none }	\$772	Final of \$1.90 making \$3.65 for 1905 .....	7 %	\$83
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 }	Tls. 100,000	Tls. 8 for year ending 31.10.1905 .....	11 1/2 %	Tls. 70 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ \$30,000 }	\$23,104	\$1 for the year ending 31.7.05 .....	7 %	\$15 sellers
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	Tls. 18,718	3 % a/c 1898 .....	...	Tls. 64 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 100	{ none }	Tls. 30,760	Tls. 8 for 1905 .....	11 %	Tls. 73 sales
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	{ Tls. 18,456 }	Tls. 35,985	Tls. 25 for 1905 .....	8 %	Tls. 310 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited .....	4,000	\$100	\$100	{ none \$314 }	\$1,066	\$7 for 1905 .....	7 1/2 %	\$95 sellers
Bell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ \$314 }	\$1,770	1/3 per share for 1904 .....	9 %	\$74 buyers
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	{ \$9,000 }	\$1,097	\$3 for 1905 .....	9 1/2 %	\$32
China-Borneo Company, Limited .....	60,000	\$12	\$12	{ none Tls. 889 }	Nil.	\$1 for 1904 .....	...	\$7 buyers
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 \$1,219 }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 .....	12 1/2 %	Tls. 80 sales
China Light and Power Company, Limited .....	50,000	\$10	\$10	{ none \$8,000 }	\$1,219	60 cents for year ending 28.2.06 .....	6 %	\$104 buyers
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	{ \$8,000 \$25,000 }	\$1,181	80 cents for 1905 .....	9 %	\$9
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$6	{ \$25,000 \$410,000 \$500,000 }	\$2,864	\$1.20 for year ending 31.7.1905 .....	7 1/2 %	\$16
Green Island Cement Company, Limited .....	150,000	\$10	\$10	{ \$410,000 \$500,000 }	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 %	\$29
Hall & Holtz, Limited .....	21,000	\$20	\$20	{ \$186,000 }	\$20,393	\$24 for year ending 28.2.06 .....	11 1/2 %	\$21
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	{ none \$3,608 }	\$3,608	{ \$1.00 } for 10 months ending 28.2.06 .....	7 1/2 %	\$151 sales
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	{ \$50,000 \$180,000 }	\$2,706	\$5 for year ending 30.11.1904 .....	6 1/2 %	\$235
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$180,000 \$61,000 }	\$3,776	Final of \$15 making \$49 for 1905 .....	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	50,000	\$10	\$10	{ \$61,000 \$2,500 }	\$5,813	\$9 for 1905 on 5 shares .....	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited .....	15,000	\$10	\$10	{ \$2,500 Tls. 547,502 Tls. 27,603 }	\$88	Final of 50 cents making \$1 for the year ..	11 %	\$9
Maatschappij tot Mijn- en Bosch- en Landbouw- exploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	{ Tls. 547,502 Tls. 27,603 }	Tls. 10,374	{ first interim of Tls. 74 paid 15.3.06 account } 1906 .....	9 1/2 %	Tls. 230 buyers
Philippine Company, Limited .....	67,500	\$10	\$10	{ none }	Dr. P. 34324	None .....	...	\$5 buyers
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 11,017	{ Tls. 34 final & Tls. 14 bonus making } Tls. 84 1905 .....	6 1/2 %	Tls. 135 sellers
Shanghai Horse Bazaar Co., Ltd. ....	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 Tls. 37,000 }	Tls. 9,751	Tls. 6 for 1904 .....	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,820 Tls. 25,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 25,000 Tls. 190,000 }	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905 .....	7 %	Tls. 72 sales
Shanghai Waterworks Company, Limited .....	7,200	£20	£20	{ Tls. 190,000 Tls. 15,295 Tls. 4,000 }	Tls. 85,592	Final of 37/6 making 51/6 for 1905/6 .....	...	Tls. 370 sellers
South China Morning Post, Limited .....	7,200	£20	£20	{ none Tls. 15,295 Tls. 4,000 }	Dr. \$4,089	First year .....	...	Tls. 280 sales
Steam Laundry Company, Limited .....	20,000	\$5	\$5	{ none Tls. 15,295 Tls. 4,000 }	\$1,334	50 cents for year ending 31.5.05 .....	8 1/2 %	\$20
Hientsin Waterworks Company, Limited .....	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6 .....	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited .....	9,000	\$10	\$4	{ \$22,000 Tls. 4,000 }	\$551	{ 80 cents } for year ending 31.5.1905 .....	9 %	\$9
Do. (Founders) .....	100	\$10	\$10	{ \$22,000 \$300,000 \$25,000 }	\$7,734	{ \$19.80 } for year ending 31.5.1905 .....	10 %	\$180
Watson, (A. S.) & Co., Limited .....	90,000	\$10	\$10	{ \$300,000 \$25,000 }	\$7,734	Final of 50 cents making \$1 for 1905 .....	7 1/2 %	\$13 1/2 buyers
William Powell, Limited .....	15,000	\$10	\$10	{ \$4,500 }	\$676	Interim div. of 50 cts. for the year 1905/6 ..	10 %	\$10 1/2
DIVIDENDS PAYABLE.—								
Maatschappij &c, in Langkat .....							Tls. 7 1/2	15th June.